

SATURDAY, JULY 30, 1853.

Consolidation of the Port Wayne & Mississippi and Western Airline Railroads.—The directors of these roads met at Lacon, Illinois, on Wednesday, the 20th inst., and made an arrangement for the consolidation of the two companies. A delegation from the Philadelphia, Port Wayne & Platte River Railroad was also in attendance, and an agreement was entered into with the other companies that it also should be included in the consolidation, as soon as it raised the necessary amount of stock, which the directors felt confident of doing within a few weeks. The consolidated company is to be known as "Port Wayne, Lacon & Platte Valley Airline Railroad Co." E. Gest Esq., of Cincinnati, President of the Port Wayne & Miss. R. R., is to be the President of the consolidated company, and Col. Curtis, Chief Engineer of the Western Airline, will be the Chief Engineer.

The survey of the road from Fort Wayne to the Mississippi at New Boston is completed, and the line found remarkably favorable. Mr. Morgan and a corps of engineers are now extending the survey through Iowa to the Missouri at or near the mouth of the Platte. This portion of the route also is said to be favorable; and the prospect is that, when completed, the survey will show the longest, straightest, best and cheapest route to be found in the United States.

route is an almost unbroken due west line from Fort Wayne, through a rich and fertile country, abounding in choice lumber, and in Fulton County, passing through inexhaustible beds of the richest iron ore. Through Illinois the country is still better; the route is through the very garden of the State, a magnificent prairie every where of which is capable of cultivation, and which a man will eventually furnish as much produce as the road is capable of transporting. A rich bed of coal is found on the line near the Vermilion River. It runs about midway between the chain of roads centering at St. Louis, and that seeking Chicago. It is therefore free from competition, and destined to be the eastern outlet of a large and rich portion of central Illinois and southern Iowa. The numerous north and south lines it intersects will be so many tributaries to it, and the directness of its course eastward will draw off much of the travel which now passes through Chicago.

to himself of the advantages offered by a connection with the great road to the far west—this commencing link of the great Pacific Railroad.

A correspondence is going on in the newspapers on the subject; some of the writers complain that the Legislature did not make sufficient appropriations for its support; others intimate that the funds have been improperly squandered—which we think quite probable; one lays the blame upon the old board of Trustees; another insists the present board is in fault. The upshot of the matter is, that let who will bear the blame, the unfortunate class for whose relief the institution was founded are deprived of its benefits. The fault may properly rest with the Legislature, or it may be the old board of Trustees—who are responsible for its many past errors; we will not decide which. The institution is closed, and the unfortunate blind are left to grope their way in darkness.

Pleasure Excursion to Niagara Falls.—The several railroad companies in Ohio and Indiana, in connection with the owners of the splendid new steamer Crescent City, got up a pleasure excursion from Indianapolis and Cincinnati to Niagara Falls, on the 20th inst., to which about 100 editors and a large number of other dignitaries were invited as free guests.

We are under obligations for an invitation, but absence from home prevented us from availing ourselves of it. We hope to be on hand next time.

Lawn, the county seat of Marshall county, is beautifully situated on a fine high plain on the east bank of the Illinois, which is navigable for steamboats at all seasons. It is a pretty pleasant town, containing about 2000 inhabitants, and doing a very extensive business—the exports of produce for the last year exceeding one million of dollars. The town is rapidly improving, and many of the buildings give unmistakable evidence of the wealth, good taste, and liberality of its citizens. Its population is highly enterprising, intelligent, and refined—more so than is usually the case in new towns through the western country.—They are worthy the high destiny awaiting their town, which cannot fail to become one of the best in the interior of that rich and growing state. Next to Fort Wayne, it is the place we should select above all others, if we were seeking a location.

The country around Lacon is rich and beautiful beyond our feeble powers of description. Much as we had heard of the Illinois prairie, the reality far exceeded all our previous conceptions. The surface is beautifully undulating and for miles the eye is enchanted with the view of waving fields of corn interspersed, with wheat, oats, and other grain. It is a panorama not to be equalled in richness in the world. The famed fertility of Egypt, with its abundance of corn, could not exceed what we witnessed around the vicinity of Lacon. A railroad running through such a country, where there is no waste land, none reserved for lumber, but every acre brought into profitable use, can never lack business. A strip of such land ten miles in width would yield enough to give profitable employment to a railroad.

While here, we met our old friend Harry—not our friend *Old Harry*, but our old friend Harry Wales. He is carrying on quite an extensive business in the boot & shoe line, and we are pleased to learn is doing well and daily growing in grace—or at least in the good graces of the ladies of Laporte, who throng his store, and prefer him to any other man to *take the measure* of their pretty feet. Harry is a good fellow, deserving his popularity, and as he won't be likely ever to feel above his business, he is bound to do well.

Fort Wayne and Chicago Railroad.
Samuel Hanna, Esq., President of the Fort Wayne and Chicago Railroad, has on his mind this city, its business connected with its official duties. The subject of depot grounds and buildings here, has not yet been fully decided on, and this, we suppose, is the principal object of Mr. Hanna's visit at this time.

"Among the multiplicity of railroads" progress is made rapidly. The common error, of course, is to suppose that capitalists have given very little consideration to the one mentioned above; notwithstanding it is by no means of second rate importance when compared with either of the other eastern roads.

"The Fort Wayne and Chicago Road, is a connecting link between the Erie and Pennsylvania Road, and the West from Philadelphia via Pittsburg, and its connections with roads leading on to Cincinnati, Wheeling, Baltimore and other southern cities.

city. But the most important consideration in reference to the Fort Wayne road, with Chicago people, is the fact that it opens a tier of rich and populous counties in Indiana, the trade of which will mainly be drawn to our city. In this respect we venture the opinion that it will contribute to the prosperity of our city in a more eminent degree than either of the Michigan roads. The trade it will bring to us, will not only be large but from a source from which but little has heretofore

Chicago Tribune.—We understand two highly favorable locations for the depot were offered. One of which—for a share of the ground secured by the Galena & Chicago, the Jansville, and the Green Bay, Milwaukee, & Chicago railroads, and a connection with these roads—will most probably be accepted. The grounds are eligibly situated near the business centre of the city and contiguous to the basin, which fact, in addition to the advantages of a connection with these roads, makes it a most desirable location. We consider the Fort Wayne & Chicago Railroad has been highly fortunate in securing such favorable sites of grounds and connections.

In the event of invasion—to which it is necessary to look, however improbable it may appear, the Russian people possess the skill which is attributed to her—our letters state that the two corps d'armée, if Bulgaria's armaments together, to 100,000 men, will march on the Danube and the Balkins, where they will be met by the corps of the "Caucasus," on the bank of the Black sea, by the fleet of the Black sea, and, in the event of a general attack, the fleet of the Black sea, will assist the insurgents of the Caucasus. This operation concluded! and it will be seen, promptly done, the combined French, English and Turkish squadrons will go and destroy all the naval establishments of Russia in the Black sea, and ravage her coasts until she evacuates her principalities. Turkey has now at her disposal 200,000 good troops. The officers who are to be sent to the assistance of the army of Bulgaria and the Caucasus, have left the capital of the empire. Among them are M. M. Magnan and Mercant, French superior officers in the Turkish service.

concentrated at the northern extremity of the peninsula, from Therapia to the Black Sea. This force will be increased by eight ships recalled from other stations, and eight others, which are on course of equipment at the arsenal.

and the snow mounds. They immediately dispatched a scout to follow their trail, and dividing the remainder of his company into two parties, stationed them in such a manner as to intercept the Indians on their return. Not more than thirty-six hours had elapsed from the time of their crossing the river when one of the divided parties discovered the Indians returning, which satisfied them that they were making a break in the river at full speed. The troops overtook them while crossing their animals; five Indians were killed on the spot, some five or six wounded; horses, arrows, bows, guns, blankets, and other articles were taken from them, and those who escaped swam the river entirely naked. It would appear

Military encampments are also being established in the Rio Grande valley with headquarters at El Paso. The United States Government has been ordered to provide a sufficient number of troops to be stationed along the Rio Grande and to be supported by custom-house guards. The proprietors of or a baking establishment in Camargo have been contract for baking bread for ten thousand men. It is reported by passengers recently arrived from Rio Grande city that oysters are freely expressed on the other side as to the validity of the United States Government's position. The United States having been made and ratified during his absence, thus creating a question as to the necessity of complying with its observance. The "divine mission" of Santa Anna to reclaim the lost importance of the Mexican territory is also nullified to. We do not take upon ourselves to reprehend the United States Government for its position in this government, on the contrary we give the information as a matter of fact. We conceive the republic of Mexico can have no economy in the number whose presence requires such

His election to so responsible an office is an evidence that his abilities are appreciated, and there can be little doubt that this road, under his management, will be pushed to an early completion.

—*Rail Road Record.*

Railroad Letting.—The contract for the building and equipping of the whole line of the Logansport and Pacific Railroad, from Logansport, Ind., to Middleport, Ill., was given on Tuesday last, to Messrs. Kent & Culver, to be completed against the first of April, 1855. The well known energetic and industrious character of the contractors is a sure guarantee of the speedy completion of the road. —*Monticello Chieftan.*

Accumulative power, at 20 cents per mile.....	\$21
One passenger car (60 seats.) at 2 cents per mile.....	2
One baggage car, at 2 cents per mile (too high)....	2
One conductor, \$1 per day; one brakeman, \$.....	3
	<hr/> \$27
Receipts on 41 passengers, at $2\frac{1}{2}$ cents per mile....	100

"That freight also can be carried cheap on great thoroughfares, where there is plenty of it, has already been demonstrated. The Reading road carries coal one hundred miles for one dollar per ton, although the cars go back empty.—The Baltimore and Ohio road have also contracted to carry coal two hundred miles for two dollars per ton."

New Constellation.—We saw a new issue yesterday of the "Fens" on the State Bank of Ohio, with the X in the center of the vignette. It can easily be seen that the whole face of the note has been altered, the heads are not so good as they are in the counterfeits, and the plate on the back has also been changed, by which the line of the counterfeits is made to look like the genuine. It is not so dangerous a counterfeit as the old one, because the engraving is coarser, and, therefore, it will be more easily detected.—*Cin. Enquirer*.

is improvement, that must exert an immense influence upon the prosperity of our city. A number of our most shrewd, safe and calculating business men are already interested by their stock subscriptions, giving earnest that no such record as full will not be permitted. We have to be knocking at the door of the federal government, asking for relief from this detrimental navigation, but it is only hope deferred, and individual energy must now supply the place of national assistance.—*Cin. Nonpareil*.

Secretary of State has maintained his ground, insisting upon his own mode of arranging the diplomacy of the country, and providing the means of its conduct—and that Mr. Buchanan has had the good sense to acknowledge by its acceptance, the right of the Premier to direct and control the business of his Department of the Executive Government.—*N. Y. Times.*

Loss of a U. S. Steamer.—The last accounts from China represent the loss of one of our vessels of war, in attempting to go up to Nankin in

An Extraordinary Discovery.—The attention of men of science, in Paris, has been drawn to an extraordinary discovery made by a neighboring department. A grave-digger, in throwing up some bones from an old cemetery, discovered a perfect preservation. Examination it proved to be that of an individual buried 27 years ago. He had died from the effects of the bite of a mad dog. The throat and the crania had fallen off; but the body remained intact. This is the

our streets—harmless village braves, who are paid to run at the first shot, if indeed they stop to hear a shot. Now we have forts and lines thrown up all around us, with a redoubt at our very-vary, constructed by the naval force under the command of Capt. Fishbourne. Today, at 10, all the foreign residents are to meet, at the requisition of all the Consuls, to consult on taking measures for local defense. In the meantime, Nanking and the other cities too, have taken up arms, and the foreign residents have only been restrained from advancing on Soochow and Shanghai, by the pressure of the Imperialists in their rear, which has compelled them to retire on Nanking, where they are said to be surrounded: other reports say that

True, also, it is at variance with the religious propaganda, which quotes the Bible of foreign origin, and which, in the name of the Lord, claims that all to goodness is being, even in a nation which has no religion. The Chinese are not to be despised as the Chinese mission school boys knowledge would put their names at it. The true state of the case seem to me that the Chinese are not to be despised as the Chinese mission school boys knowledge would put their names at it. The true state of the case seem to me that the Chinese are not to be despised as the Chinese mission school boys knowledge would put their names at it.

PUBLIC LANDS.—The following table shows the quantity of public lands already granted to the several States of the Union respectively:			
	<i>Acres.</i>		<i>Acres.</i>
Ohio	2,572,858	Florida	2,023,091
Indiana	2,367,461	Lowez	2,123,796
Illinois	5,581,167	Wisconsin	3,174,399
Michigan	2,300,000	Tennessee	2,123,796
California	3,074,281	California	5,581,167
Idaho	1,451,071	Oregon	19,186,878
Washington	1,451,071	Washington	1,451,071
Utah	6,170,666	Mexico	7,495,172
Arkansas	6,250,814	Nevada	6,691,707

is one, and a disgraceful one, happening be-
tween father and son, both drunk, over some af-
fair at the supper table! How must a son have
been raised to attack an intoxicated father with a
butcher knife, and take his life? It is too bad
to think about—the old man is buried and the
son has fled the country!—*Terre Haute Express*,
July 6.

The Fisheries—A change in Affairs.—The
chooner L. M. Kenzie from the Bay of St. Law-
rence, the first of the Mackerel fleet which arriv-

Died White Dressing for a Ball.—Miss Laura Whitefield, who resided on Liberty street, went up to her room on the evening of the 4th of July, to dress for a Ball, to be given at the Union Hall, and, on being called to the door, she found the door open, and the room empty. She immediately called to the landlady, who told her that the door had been open for some time, and that the room had been searched. She immediately called to the police, who arrived and found the room empty. She immediately called to the landlady, who told her that the door had been open for some time, and that the room had been searched. She immediately called to the police, who arrived and found the room empty. She immediately called to the landlady, who told her that the door had been open for some time, and that the room had been searched. She immediately called to the police, who arrived and found the room empty.

breadway. When the gentleman called he came to accompany her, and not to go down stairs. He said he would call her up, and go along nearly an hour passed in waiting for her, the length the mother went in the door and rapid knock, but no answer was returned, and she had to knock the door. They then became alarmed, and forced the door, when Laura was found lying on the floor, and she was quite dead. She appeared to be in perfect health in the evening at tea. She was buried in a casket they found her in - *Cin. Gaz.*

The feeling is right unquestionably, and the statistics of the counties through which the proposed line runs, which will be found below, afford something upon which to base calculations for road making (where the feeling is right) in

filled to full credit.

Existing in the neighborhood of Luray and about the crossing of Blue river, the line between Muncie and New Castle will be, very cheap. Between Greensburg and Greensburg, the line for grading will be below the average of the roads of our own State, and the same can be said of the part below Charleston and Jeffersonville. Between Greensburg and Charleston the line will be between the chief of the roads, and, moreover, would be at the crossing of Sand creek and on the line in the vicinity of Vernon. Taking the line as a whole, from Ft. Wayne to Jeffersonville, it is not probable that it could cost less than \$200,000 per mile, including the interest on heavy and sufficient fund for all incidental and contingent expenses, including an equipment cost of \$200,000.

The following is supposed to be in detail, a statement of the estimated cost of the work:

25 miles right of way at \$3,000 per mile for G.	\$75,000
C. G. & bridge, " "	30,000
25 miles bridge, " "	250,000
30 do " " " "	240,000
30 do " " " "	300,000

er three miles is running in the proper direction. It is occupied on most favorable terms. This would materially lessen the cost (it is probable) of the crossing of blue river, and the work in the neighborhood of New Castle. This is much with respect to the practicability and probable cost of the project.

This road would be one of the most important trunk links in the great chain of Railways, connecting on the most direct line, the extreme North with the extreme South of this Union. Although there would be no one fact adding more to the importance of the road than the one just stated, it would be none the less the only advantage of this proposed line. It will pass through a densely populated and highly improved country, as a whole, south of Muncia. This road from Fort Wayne will pass through ten county seats and five other towns, and will be the nearest road to thirty other towns and cities. It will be the only advantage of no inconsiderable importance.

The amount and value of this travel to the companies respectfully must be a sufficient guaranty to insure the consummation of an arrangement desirable to each. An arrangement of this kind as proposed to your committee by a member of said Board.

In addition to the local and legitimate through business, that part of the road between Vernon and Jeffersonville in connection with the Ohio and Mississippi road will form the Cincinnati and Louisville line, and will receive the immense traf-

and for what; to shorten the distance between
these points 36 miles, which are connected togeth-
er will be shortly, by a first class road travers-
ing a country highly improved, passing through
the capital of Indiana; five county seats and an
unknown number of other towns; and for what
is it said? To shorten the distance 36 miles
between Cleveland and St. Louis, at a cost of 15
perhaps \$20,000 per mile.

And then, such a design is worthy of execution,
I proposed, since to Jeffersonville or New Albany
the opinion of your committee, is well worthy
our most favorable consideration. Going to

In view of the facts in the premises, nothing in hereafter made, or in the opinion of said committee, shall mean that this ground will be occupied in a short time by persons infested or capable of being

There are many other facts and considerations connected with this subject, which may present themselves to the minds of the members of your board, all or at least most of which, I trust, favoring this proposed law, in the hope, which your committee would beg to be discharged, by submitting respectfully the foregoing in compliance with the resolution conferring the appointment.

W. S. HOLMAN,
J. S. G. UPTON,
J. S. BUCKLES.

Poatoes Irish,	57,610	13,385
do ones, Oats,	47,322	19,249
Co sweet,	122	797
Hay (tons of),	5,919	2,760
No. horses,	10,518	8,535
" cattle,	2,491	1,690
" sheep,	10,518	4,094
" lbs. butter,	5,906	2,718
	129,427	92,480
	BLACKFORD.	DELAWARE.
Population,	2,964	10,075
No. of families,	516	1,874
Acres of land,	51,075	197,711
Value	398,134	1,804,825
" of per. prop.,	55,364	340,952
No. bus. whsnt,	19,526	65,628
" corn,	65,169	267,608
" oats,	9,179	49,008
Potatoes Irish,	5,155	12,959
do sweet,	1,134	641
Hay (ons of),	1,230	4,731
No. hogs,	5,108	22,347
" horses,	2,982	7,034
" cattle,	2,787	3,104
" sheep,	12,872	11,872

Potatoes Irish,	17,747	24,252
" sweet,	2,483	6,586
Hay (tons of),	5,647	4,708
No. hogs,	40,136	18,848
" horses,	4,908	4,400
" cattle,	11,133	10,432
" sheep,	22,417	11,457
" lbs. butter,	197,168	240,856
SCOTT.	CLARE.	
Population,	5,889	14,826
No. of families,	1,048	2,805
Acres of land,	86,395	144,436
Value	666,95	2,934,512
" pers. prop.	184,706	140,952
No. bus. wagg.	21,743	61,690
" corn,	1,692,920	588,000
" oats,	65,593	122,372
Potatoes Irish,	12,360	41,222
" sweet,	3,475	5,525
Hay (tons of),	1,620	4,438
No. hogs,	12,004	32,274

The printers were bountifully remembered on occasion, and present their good wishes to the happy pair. We hope unalloyed happiness may attend their course through life, and all their highest anticipations be more than realized.—
— they find that.

"Glad is the ai'ken tie
Which Hymen binds us round them,
And matches hearts to aches

Arrives " " " "	94 P. M.
Manchester—Leaves Mondays and Fridays at.....	5 A. M.
Arrives Tuesdays and Satur- days at.....	8 P. M.
Leaves Fridays at.....	10 A. M.
Arrives Saturdays at.....	4 P. M.
Water—Leaves Mondays and Thursdays at.....	5 A. M.
Arrives Tuesdays & Fridays at.....	6 P. M.
Leaves Wednesdays and Saturdays at.....	6 A. M.
Arrives Tuesdays & Fridays at.....	6 P. M.

[illegible]

THOMAS TIGAR,
EDITOR AND PUBLISHER.
OFFICE—Corner of Pearl and Calhoun streets, Third Story, opposite P. Kutz's.
TERMS:
Two Dollars per annum, in Advance; or Three Dollars per quarter, in Advance; or Three Dollars per month, in Advance; or Three Dollars per week, in Advance; or Three Dollars per day, in Advance; or Three Dollars per copy, in Advance.
ADVERTISING:
A full and complete list of rates and conditions of advertising is given on the inside of the paper.
JOHN B. BROWN,
Resident with the paper, and will accept of the same for the purpose of mailing it as second-class matter.

NEW ENGLAND
Live Stock Insurance Co.,
NEW HAVEN, CONNECTICUT.
CAPITAL \$100,000.
HOMES: London, and New York, and other cities.
FARMER'S STOCK
Insured at exceptionally low rates. All who depend upon their stock for a livelihood, should secure insurance from this company. It is the only company in the world that is not a stockholder in the stock it insures.

Insurance Agency.
The undersigned having received an agency of the **Reliance Insurance Company** of Hartford, Conn. Trust, is prepared to issue policies on the above-named company.
This Company has a Capital Stock of \$200,000, and is one of the most reliable and responsible companies in the world.
JOHN BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

Ohio Live Stock Insurance Company
OF CINCINNATI.
CAPITAL PAID IN \$100,000.
This Company will insure Hogs, Cattle, and Sheep, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

Protection
Fire & Marine Insurance Company
OF HARTFORD, CONN.
Capital Stock \$300,000.
This Company is a full and complete insurance company, and will insure all kinds of property, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

City Insurance Company
OF CINCINNATI.
With Insurances against Loss or Damage by FIRE, THUNDER, BUILDINGS, STEEL, MACHINERY, AND ALL OTHER RISKS.
This Company is a full and complete insurance company, and will insure all kinds of property, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

Wardlaw Life and Health Insurance Company
OF CINCINNATI.
Capital & Surplus over \$200,000.
During Two Years Business Insured nearly 4,000 Policies.
This Company is a full and complete insurance company, and will insure all kinds of property, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

Joint Stock and Mutual plan.
This plan is a full and complete insurance plan, and will insure all kinds of property, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

TOBACCO AND CIGARS.
Diamond Brand, Natural Leaf, and the best of the world.
H. B. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

ATTORNEYS-AT-LAW.
HOUGH & JONES,
Attorneys and Counselors at Law.
FORT WAYNE, IND.
WILL attend to all legal business, and will also attend to the collection and recovery of debts, and will also attend to the management of estates.

CHARLES CASE,
Attorney and Counselor at Law.
FORT WAYNE, IND.
WILL attend to all legal business, and will also attend to the collection and recovery of debts, and will also attend to the management of estates.

WORDEN & HOGLAND,
Attorneys at Law.
FORT WAYNE, IND.
WILL attend to all legal business, and will also attend to the collection and recovery of debts, and will also attend to the management of estates.

JOSEPH K. DUBERTON,
Attorney & Counselor at Law.
LAND & COLLECTION AGENT.
FORT WAYNE, IND.
WILL attend to all legal business, and will also attend to the collection and recovery of debts, and will also attend to the management of estates.

JACOB & NINDE,
ATTORNEYS AND COUNSELLORS AT LAW.
FORT WAYNE, INDIANA.
WILL attend to all legal business, and will also attend to the collection and recovery of debts, and will also attend to the management of estates.

MEDICAL NOTICES.
This notice is a full and complete medical notice, and will insure all kinds of property, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

HOMEOPATHY.
This notice is a full and complete homeopathy notice, and will insure all kinds of property, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

Homeopathy.
This notice is a full and complete homeopathy notice, and will insure all kinds of property, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

ALLAN COUNTY
Agricultural Warehouse
COMPART, RUBBLE & CO.
Agents for the sale of all kinds of agricultural machinery, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

POETRY.
YESTERDAY AND TOMORROW.
A. B. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

THE LOST PATH.
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Fort Wayne, Ind., July 30, 1893.

THE GENUINITY AT THE FAIR.
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Postage to Foreign Countries.
The undersigned has received a full and complete list of rates and conditions of postage to foreign countries, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

RAILROADS.
The undersigned has received a full and complete list of rates and conditions of railroad travel, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
Fort Wayne, Ind., July 30, 1893.

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The undersigned has received a full and complete list of rates and conditions of railroad travel, and will also insure the same against fire, theft, and all other risks.
D. M. BROWN, Jr.,
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Consolidation of the Fort Wayne & Mississippi and Western Airline Railroads.—The directors of these roads met at La Porte, Indiana, Monday

If the State should found any more institutions it would be advisable to locate elsewhere than in Indianapolis. They are more economically conducted than the printing-presses for their support more than applied to the purposes designed.

The Fort Wayne and Chicago Road, is a continuation of the Ohio and Pennsylvania Road from Philadelphia via Pittsburg, a connection with roads leading off to Cincinnati, Wheeling, Baltimore and other southern points will be more advantageous than those of the eastern road. Among the most prominent notice the one from Northern Indiana, via Michigan and Richmond, to Cincinnati and Louisville; the Cincinnati and Fort Wayne and Washburn Valley leading to Toledo—a highway to that city than via N. S. & R.

responsibility to suggest what policy Santa Ana may have in this movement; on the contrary we give the information as a matter of fact. We conceive the republic of Mexico can have no policy in this matter where pressure requires an extensive amendment; yet the opposite frontiers are not so well defined as such, and regarding it is assuming so warlike an aspect, as current to the object of this movement are as current and so incalculable that, in fact, they founded new republics, and, therefore, we deem the question public one, and calculated to interest, if not affect the community at large.⁹

The register of deaths was cancelled, and no mention of the embalming of the body was found.

That they have been south from Maumee to the Ohio river, at Jeffersonville, via Tarry, New Cas-

for their security and prosperity, is to them, manifest.

With a proper, judicious management of these party concerns, it is conceived that the whole work may be accomplished in a very short time,

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July 2

JOSEPH SINGLEAR, Clerk
G. C. F. Allen County
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JOSEPH SINCLEAR, Clerk
C. C. F. Allen County
July 23 1853. (\$1 20) 744

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